GENERAL NEWS

For the past few days a report has been current in railroad circles that ex-Postmaster General John Wanamaker had been offered the presidency of the Reading road. On Saturday evening last a reporter of the Philadelphia Press interviewed him regarding the report. He was candid in saying that when abroad recently he was ap-proached by men largely interested in Reading securities, who urged him to become the company's president. Since his return home, he added, others similarly interested, resident in this country, have discussed the matter with him, also wanting him to direct the management of the company's affairs, He said that he had not signified his willingness to do so, nor could he say that he had seriously considered a definite proposition of that kind. "Reading," said Mr. Wanamaker, "should be reorganized. Delay in doing so has sorely burdened thousands of Philadelphians owning stock, who have suffered for years by not receiving dividends. Reading is a great property, and if properly understood should be earning dividends. What is needed is management, and not only financiering. have been surprised at the advance in the price of Reading stock, despite the fact that the adoption of a plan of reorganization would mean an assessment on such stock."

important railway enterprise, with St. Louis and Chicago capital back of it, has come to light at West Superior, Wis. A newly organized company has for several weeks had a surveyor at work running a line from Superior to Stillwater, Minn., on the Croix line. It is intended entirely for iron and coal. It is to take iron ore at the docks there and transport it to barges at Stillwater, which will run down the Mississippi to St. Louis, returning with coal. The St. Louis iron-mongers have concluded that they must draw on the Mesaba and Vermillion ranges for ore. A number of wealthy lumbermen are also said to be interested in the project.

The drought has attained alarming proportions at Silver Brook. Two of J. W. Crellin's steam shovels shut down at that place Tuesday and unless the water from the abandoned stripping at No 1 can be used the shovels will remain idle, says the Hazleton Standard, until a bounteous rain streams its cooling potions over that district. Contractor Crellin has been obtaining his water from the Old Silver Brook creek for the past two weeks and the coal company has now taken possession of that supply for their No. 2 colliery.

The new breaker which has been under course of erection at Park Place for some months past is now in full operation. A prominent feature of the modern structure, according to the Hazleton Standard, is the introduction of terra cotta chutes instead of the ordinary cast iron chutes that have been used universally throughout the anthracite region for years. It is claimed for the new kind of chutes that they faciliate the preparation of coal, being much smoother, thus allowing the dirt and wash and small sizes of coal to pass through them

Says the Philadelphia Bulletin: "The official who finds the anthracite market stocked from end to end would have found it so at this period in almost any year for a decade. He sums up the case in the admission that eighty per cent of the output goes into domostic channels, and this admission carries with it the obvious conclusion that a minimum quantity of coal only is used when the heat of the year is most intense. There has certainly been no reason why any resident of this region should have had more than one fire going since June ushered in the heat of summer, and the conditions which prevailed here also prevailed, in greater or less degree, in other localities. The cost of mining being less in summer than winter, the operators are accustomed to forcing their output some in response to business demands. If there be any real decrease in the consumption for the actual summer season, at least a portion of it must be ascribed to the increasing number of gas and oil stoves now in daily use."

The coal tonnage of the Huntingdon and Broad Top railroad continues to show a decided improvement compared with last year; for the week ended Aug. 25 it aggregated 54,656 tons, an ingrease over the same week last year of 11,539 tons. Shipments for the year aggregate 1,224,168, a decrease of 186,-782 tons compared with the same period in 1893. This decrease was made be-fore the great strike of the soft-coal miners, and since its resumption there has been a large and stendy increase in tonnage, no less that 45 per cent. of the earlier loss having been recovered within the past six weeks.

Eastbound shipments from Chicago last week aggregated 47,161 tons, against 45,558 tons the preceding week and 43,992 tons the corresponding week last year. It will thus be seen that there is an improvement, not only over last year, but over the second week of th a month; and this improvement, the P dadelphia Stockholder thinks, should not only continue, but grow heavier from this time forward. The movement of general merchandise is expested to be very free as soon as goods now in bond are released. This, however, is a matter of only secondary consideration. The increased traffic will come from the general improvement which the country is now experiencing, and which promises to continue for an indefinite period, for all stocks are exceedingly low and must be replenished. The buying power with the public gener-erally is also increasing, and labor disturbances seem to be rapidly draw-ing to an end, the strike of cotton operators at New Bedford and Fall River being the most serious now, al-though there are indications that it, too, will be short-lives. The outlook from a railroad point of view is, therefore, very encouraging.

MINOR INDUSTRIAL NOTES:

Now that railways are increasing their shop forces hundreds of mechanics and machinists are applying for jobs. Freight traffic on the Nickel-plate road

is said now to be the heaviest it has been at any time in the last three years. The Lehigh and Wilkes-Barre company have a neat reservoir completed at their artesian well near Tresckow. The American Association of General Ticket and Passenger Agents will hold its thirty-ninth annual meeting at Quebec Tuesday, Sept. 18.

and to confer upon it all the powers, privileges and franchises vested in that company.

The card sharks who gave the Michigan Central so much trouble are now working passenger trains of the Lake Shore road, and the company is making an effort to drive the swindlers from its trains.

Last week the Pennsylvania company handled on its Chicago lines the greatest number of passengers of any week since the heavy world's fair travel. Passenger business with all roads is increasing. The law of Maryland prohibiting the

use of stoves in passenger cars is now ef-fective and the Baltimore and Ohio has awarded the contract for fitting up five hundred of its passenger cars to be heated by steam The Pennsylvania lines are again doing a heavy basiness, handling at Indianapolis last week 377 more loaded cars than in the week ending Aug. 18, and 635 more than in the corresponding week of 1893. The largest gain was with the Indianapolis and Chicago division.

The Big Four lines proper last week handled 137 more loaded cars than in the week ended Aug. 18, and 1,765 more loaded cars than in the corresponding week of 1803. One striking feature is that the increase this year is equally divided between east and west-bound tonuage.

A narrow-guage locomotive, bought at A narrow-guage locomotive, bought at Pittsburg, Pa., for \$3,575, was delivered at Samaca, Colombia, for \$3,595, with \$10,904 charges against it. The ironwork for four cars, costing \$494.48, reached their destination with a bill of \$1,610. A turbine wheel worth \$708, cost, when carried within 150 miles of Samaca, \$3,760.

The loaded car movement of the Lake The loaded car movement of the Lake Erie and Western road last week was the largest of any week since the present management took hold of the property. There were forwarded from Indianapolis 655 loaded cars and 465 brought in, making a total of 1,120. In any previous week 763 was the highest number the road has reached at this point. The increase is 100 per cent, when compared with the loaded car movement of the corresponding week in 1893.

Criticising a Young Lady.

"She would be a pretty girl for but one

"She would be a pretty girl for but one thing."

"What's that?" asked Charley.
George—Her face is always covered with purple and red blotches.
Charley—Oh, that's easily enough disposed of. Used to be the same way myself, but I caught on to the trouble one day, and got rid of it in no time.
George—What was it?
Charley—Simply blood cruptions. Took a short course of P. P. P. I tell you, it's the boss blood corrector. The governor had rhsumatism so bad that you could hear him holler clear across the country every time he moved. He tried it, and you know what an athletic old cent he isnow. If somebody would give Miss Daisy a pointer, she would thank them after wards. All the drug stores sell it.

FINANCIAL AND COMMERCIAL

Stocks and Bonds.

New York, Aug. 29.—There was a fair degree of activity at the Stock exchange today, but the increase of business was at the expense of values. The temper of speculation was so barrish that purchases by London, estimated at upward of 10,000 shares, failed to have more than a momentary offect on values. Toward the close tary effect on values. Toward the close the list left off at a recovery of 1/2 to 1/2 from the lowest. The tone was steady in the final dealings. The total transactions were 242,874 shares.

The range of yesterday's prizes for the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick, manager or William Linn Allen & Co., stock brokers, ill Spruce street. Scranton

12 Spruce street, Scranton.				
Open-	High-	Low	Clos-	
ing.	est.	est.	ing.	
Am. Cot. Oll 3276	334	8954	3374	
Am Sugar1104	110%	10795	17795	
A. T. & S. F 68% Can. So	7/25/2	5234	616 5216	
Can. So	2112	2014	2314	
Chic. Gas 754	7016	7434	7514	
Chic & N. W 107	10734	10614	106%	
O B & O 7862	7896	7636	7734	
C., C. C. & St. L 40	4014	3974	4014	
C. M. W St. Paul 100%	6576	0496	6514	
Chicago, R. I. & Pac. 6744	13514	13514	13554	
D. & H.*	167	167	167	
D. & C. F 185g	1914	1846	1876	
G. E. Co 4114	4134	3834	40	
Ills, Cent	****			
Lake Shore 136	136	136	136	
L. & N	0096	5494	5576	
N. Y. Central 16156	10175	10099	10156	
Mich. Cent 90 Miss. Pac 2874	23934	22514	2914	
Nat. Cordage 1984	1985	1814	1954	
Nat, Lead	4334	4356	4314	
New Jersey Cent1H	115	114	114	
Manhattan11834	11854	11734	11734	
N. Y. & N. E.	2104	2222	41.00	
N. Y., L. E. & W 16 N. Y. S. & W 1614	16 1616	1516 1616	1614 1614	
N. Y., S. & W., pr., 44	44	43	4316	
North Pac 546	516	516	516	
North Pac. pr 1974	1032	1876	1916	
O. & W 174	1754	1656	17	
Phil. & Reading 21%	2134	2136	2116	
Rich & W. P	****	****	****	
T., C. & I	1096	1016	1014	
Texas Pac. 1014 Union Pacific. 1216	1004	1312	1334	
Wabash	714	734	734	
Wabash pr. 1644	1614	1634	1614	
Western Union 8914	8954	8856	8836	
*ijq dividend.				
The second secon	-			

Chicago Grain and Provisions. The range of vesterday sprices for the active stocks of the New York stock markst are given below. The quotations are furnished THE TRINGYE by G. du B. Dimmick, manager of William Linn. Allen & Co., stock brok-

WHEAT. Sept	Open- injr. 5894 5696	High- ost, 5054 5654	Low- 631 5634	Clos- ing. 5314 5616
Sept	2036	2036	1034	2954
Sept	5414 51	5134 5134	5434 51	54% 51%

New York Product Market.

New York, Aug. 29.—Flour—dull, weak; some grades 5aloc lower. weak; some grades 5a10c lower.

Wheat—Spot market moderately active; easier with options, closing firm. No. 2 red store and elevator. 57½c.; affoat, 57½ a57½c.; Lo. b., 58½a58½c. ungraded red, 51a58c.; No. 1 northern, 66½c.; options closed steady at ½a½c under yesterday, with trading chiefly switching; December and September most active; Angust 57½c.; September, 57½c.; October, 58½c.; December, 60½c.; May, 65½c.

Coan—Dull. firm; No. 2, 62½c. elevator, 62½c. affoat; options closed firm at ½a½c. over yesterday on near months and ½a½c. down on late months with trading dull. May most active; August, 68½c.;

duli. May most active; August, 63%c.; September, 61c.; October, 60c.; November,

September, 61c.; October, 60c.; November, 59½c.; December, 56½c.; May, 55½c.; OATS-Fairly active, easier; options fairly active, weaker; August, 32¾c.; September, 33c.; October, 34c.; No. 2 white, September, 36c.; No. 2, 32¾a33c.; No. 2, white, 35 a56½c.; No. 2 Chicago, 33¼a33½c.; No. 3, 32c.; No. 3 white, 35a35½c.; mixed western, 33aa34c.; white do., 36441c.; white state, 34a41c.

state, 36a41c.

BEEF-Dull, Steady; family, \$10.00a 2.000; extra mess, \$8.00a8.50, BEEF HAMS—Steady; \$22.00.

THERCED BEEF-Dull; firm; city extra india mess, \$17.00.
Cut MEATS—Quiet, firm; pickled bellies, 12 lbs, 85/c; pickled shoulders, 7c; pickled hams, 115/a12c; middles nominal.

Labd — Quiet, higher; western steam closed at 85c.; city, 8c.; September closed 85c.; refined quiet, firmer; continent, \$8.85; South America, \$9.10; compound, 63,66%c, PORK—Demand firmer; mess, \$15.25a15.30; extra prime, \$13.50.a.4.

BUTTER-Quiet; fancy, steady; state

dairy, 14a22c.; do. creamery, 18a244c.; Pennsylvania, do., 18a244c.; western fair, 134a17c., do. creamery, 15a344c.; do. factory, 18a16c.; elgins, 24 244c.; imitation creamery, 15a15c.; eights, 34 34%c.; imitation creamery, 15a15c.
CHERSE—Moderate demand, firmer; state, large, 8a10%c.; fancy, 1034a10%c.; do. smail, 834a10%c.; part skims, 4a7%c.; full skims, 3a3144c.

skims, 3a35/c. EGGs—Quiet, easy; state and Pennsylvanis, 175/a18c.; ice house, 145/a16c.; western fresh, 16a17c.; do., per case \$2a8.

Philadelphia Tallow Market. Philadelphia, Aug. 29.—Tallow was quiet and steady. Prices were: Prime city in hogsheads, 45/44%c.; prime, country, in barrels, 48/44%c.; do. dark in barrels, 4%c.; cakes, 5c.; grease, 4c.

President Cleveland has approved the act to authorize the purchasers of the property of the Choctaw Coal and Rail-way company to organize a corporation BEWARE OF FRAUDS.—Be sure you get the genuine Dr. Thomas' Eclectric Cil. It cures Colds, Croup, Asthma, Deafness and Rheumatism.

The Grotto of Cervantes. Within a few years the Spanish govern

ment has placed a commemorative tablet at the entrance of the grotto where Cer-vantes, the author of "Don Quixote," and his companions in slavery hid themselves. It is on the side of the hill of Hamma, about three miles south of Algiers, in a picturesque situation and surrounded by an impenetrable thicket.

Cervantes was taken prisoner in 1575 by Barbary corsairs, and fell into the hands of the renegade Albanian, Dell Mami. Cervantes and his companions escaped from Dell Mani, but could not just then escape from the country. A brother of Cervantes was ransomed in 1577, and promised the captives to send a frigate from Valencia or the Balearic isles which should touch at a point of the shore agreed upon and rescue them by force or strata-

The place where they took refuge was near the seashore. A gardener named Juan, under the direction of Cervantes, secretly cut out a cave, in which the fifteen Christian prisoners hid themselves. Juan watched the neighborhood and allowed no one to approach the cavery, and another slave brought food to the captives, who dared leave their hiding place only at night.

After eight days, during which Cervantes watched the sea, he saw the frigate which had come to rescue them. That evening the frigate approached the land, but fisher men gave the alarm, and so many people assembled that the captain was obliged to go to sea again. He made a second attempt a little later, but unfortunately was cap tured.

The day after the frigate was taken the captives were betrayed. Cervantees was sent to the convicts' prison, and a little later, just as he was about to be sent to Constantinople, where the possibility of rescue would be lost forever, he was ransomed.-Youth's Companion.

Giving It Age.

Oldboy went down to Rockaway Beach on a hot day to escape the heat of the city He enjoyed himself hugely there, watching the bathers and the children on the sands, and finally worked up sufficient energy to take a plunge himself. The bath gave him a first class appetite, and he looked around for a place where he could appease it. A pavilion dining hall on the beach struck his fancy. All over this place were posted placards announcing that it was the only place on the beach where an "Old Fashioned Clam Roast on Birch Bark" could be obtained.

Now, Oldboy is very fond of a clam roast, especially an old fashioned clam roast, so he took a seat at a table and ordered the menial who approached him to bring him one. As Oldboy sat there with the sea breeze fanning his bald head, he dreamed about the delights of the clam roast to come. It did not come, though. Oldboy is a patient man, but after sitting there for about fifteen minutes he called the waiter over and asked him, somewhat harshly: "What is the matter with that clam roast? Have you sent out to dig the

"Oh, no, sir," answered the waiter, with polite bow, "but you ordered an old fash-oned roast, you know." "So I did, so I did," snapped Oldboy;

"Why, we has to wait for it to get old fashioned, you know," answered the waiter, suavely Oldboy had no more to say, and the waiter, with a merry twinkle in his eye, soon brought the roast and placed it be-

but what of that."

fore him .- New York Times.

An Art Editor's Duties.

The art editor of a newspaper not a thousand miles away tells me that once, when a certain painter exhibited his work, he was obliged, through lack of space and time, to make a hurried visit to the collection and write a notice of it, hardly more than twenty lines in length. One day a portentous shadow spread itself across his desk as he sat at work, and on looking up he saw that it was cast by the artist whose pictures he had so briefly and not enthusiastically reviewed. The artist said:

"I came to see if that was all the notice I was going to get."
"Well, yes; it probably is."

"Can't you do more than that?" "Most of you people think that I have nothing to do but write about art. As a matter of fact, like nearly all newspaper men, that is only a part of my work. I have to write editorials and get up matter for our supplement, and go to concerts and help review books"-

"But an important thing like this"-"I am sorry, but we had not the space for a long notice." "Aha! Perhaps you do not like my work?"

"I should prefer not to discuss that." "Let me tell you, sir, that if I was in Europe, and I were to show such pictures as I am showing now, the papers would give me columns. Yes, sir, columns." Nothing remained but to show the visitor out, and he took himself down stairs in a heated condition.-Brooklyn Eagle.

The Morning Bath.

Cold water is a narcotic, as alcohol is. It deadens the sensibilities of the skin, and hence prevents the sensation of cold. It relieves the disposition to chilliness be-cause of this deadened sensibility, and as colds and catarrhs are due to hyper-sensitiveness of the skin, we readily see that the cold bath prevents the cold by reducing the

But the cold morning bath does some thing more. It arouses nervous activity by calling upon the vital system for in creased animal heat. The contraction of the vessels due to the cold is followed by a relaxation of them, explained by the principle of reaction, and so through the cold bath both action and reaction are established, which frequently give delusive excitements to the victim.

The tepid or warm morning bath is a great improvement over the cold water bath, but even these are not to be com-Whoever would enjoy the best of health should take his bath two, three or four times a week and retire to bed for a rest, thereby allowing nature to secure the best equilibrium of her forces and promote the best conditions of health.—Dr. Robert Walter in Laws of Health.

Two Lives Saved. Mrs. Phoebe Thomas, of Junction City, Ill., was told by her doctors she had Consumption and that there was no hope for her, but two bottles Dr. King's New Disher, but two bottles Dr. King's New Dis-covery completely cured her and she says it saved her life. Mr. Thos. Eggers, 139 Florida St., San Francisco, suffered from a dreadful cold, approaching Consumption, tried without result everything else then bought one bottle of Dr. King's New Dis-covery and in two weeks was cured. He is naturally thankful. It is such results of which these are examples that work of which these are examples, that prove the wonderful efficacy of this medicine in Coughs and Colds. Free trials bottles at Matthews Bros., Drug store. Regular size

Da. Wood's Norway Pine Syrup cures coughs and colds quicker than any other remedy, because it combines the lung-healing quality of the pine tree with other valuable medicines. Sold by all dealers on a guarantee of satisfaction.

When Daby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she ching to Castoria. When she had Children, she gave then Casteria



For Washing Clothes CLEAN and SWEET. It LASTS LONGER than other Soaps. Price FIVE CENTS a bar.

NEW SHAPES IN STRAW HATS.

Those With the Corners Turned Back Like Wings Are Popular.

Among the many shapes in which straw hats appear this season a few are shown with the fantastically small crowns prevalent a year or two ago. Crowns having a lengthwise crosse along the top similar to those of soft felt hats are also seen and are appropriate enough to the coarse braided straw in which they are made up. A



BLOCK HAT.

favorite device with small bonnets is to cut straight into the flaring brim in front, turning the two corners back like wings. Bonnet shapes are displayed made of gnipure stretched over a light wire foundation, and the same process is employed with beaded and spangled net. These shapes require very little trimming, but most of the other head courings seen are overloaded with flowers, f. hers, lace and ribbons. A very beautiful hat, suitable for carriage or garden party wear, was composed of coarse rose colored straw. It had a wide brim that was bent becomingly and was trimmed with large pink roses and their leaves. Another picturesque hat was of fine black straw and was loaded with curling black ostrich plumes, while two long ends of wide black satin ribbon depended from the back. Some of the prettiest hats are those made of wide braid in which colored or white chip is woven in with the straw, either natural or tinted. The blendings are done with remarkably good taste, and when flowers are used as trimming the effect is charming. Leghorn flats, which seem to never go entirely out of fashion, are fairly well represented this season, although they are eclipsed by the new straws already mentioned. The brim is always more or less bent and profuse

trimming employed.

Double faced satin ribbon is the milliner's favorite at present and is much softer and richer in appearance than moire, although the latter is likewise used. A weave has also been brought out combining a satin face and moire back.

Bonnet strings are usually over an inch wide and are made of velvet ribbon as a rule. Small black bonnets composed of a jet crown, with a frill of black lace for a brim, and trimmed with a spangled ornament and a tiny twist of cherry velvet are much worn. These little knots of brilliant velvet are an effective way of enlivening a black hat, but ribbon cannot be success fully utilized in the same way, as it at once assumes a flat and shabby look when it is twisted

A sketch is given of a hat made of black rice straw. It is trimmed with spangled tulle and black ostrich plumes and has strings of black velvet ribbon. A sprny of flowers is placed at the back of the brim resting on the hair. JUDIC CHOLLET.

What a Modern Gun Can Do.

Unless one is actually brought into business relations with the great science of modern warfare, it is difficult to conceive of the terrible power of the latest and largest guns. These engines of destruction, weighing 110 tons, hurl a projectile of solid steel 16 inches in diameter and nearly 4 feet long at a velocity of 2,079 feet a second. When tested, one of these guns sent a shot through 20 inches of steel armor, 8 inches

of iron, 20 feet of oak, 5 feet of granite, 11 feet of concrete and 3 feet of buck Comparatively a locomotive weighing 200,000 pounds would have to spin along the tracks at the rate of 135 miles an hour to strike a blow equal to that projectile. Think of the damage wrought in a railroad collision where the train speeds along at the rate of thirty miles an hour and one may calculate the destructiveness of mod-

ern ordnance.-Boston Traveler Whims of Epicures.

The courtesy of restaurateurs is often sorely taxed. One of the brothers Gatti declared some few months ago that he had known a man begin his dinner with pas try and werk back to fish-a novel order of dishes in London, though common enough in some parts of the north; another to say grace over his chop in a voice loud enough to be heard all over the well known "Gallery," and several to order a special joint rather than be satisfied with a cut off that which was going.-London Tit-Bits.



Bad Blood. Bad Blood. CURES Bad Blood.

Purifies The BLOOD.

I have been suffering ten years with Erysipelas. Have taken doctors' medicines and patent medicines of most all kinds, but none seemed to do me any good. I finally made up my mind to try Burdock Blood Bitters. Have used four bottles of B. B., and thins myself entirely cared.

MES. N. J. MCCATLY, Service, Beaver Co., Pr.

Dueber-Hampden 17-Jewel Watches are known by rail-17 road men and other RUBY JEWELED D ADJUSTED OF experts to be unequalled for wear

and accuracy. The Dueber Watch Works, Canton, O. "On the Fence."



Soon be over-the season for riding. you want a Bicycle now is the time to get it. We are clearing up all stock, and will give you such a chance as you never had before. One of our bargains: A First class, High Grade \$150 Bicycle Bring your cash and GET OFF THE FENCE.

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BUSINESS AND

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Dr. W. E. ALLEN, Office cor. Lackswamma and Washington aves.; over Leonard shoe store; office bours, 10 to 13 a. m. and 3 to 4 p. m.; evenings at residence, 512 N. Washington aves. D. C. L. FREY, Practice limited to Dis-enses of the Eye, Ear, Nose and Throat; office, Ef Wyoming ave. Residence, 529 Vine street.

D^R L. M. GATES, 125 Washington Avenue, Office hours, 8 to 9 a.m., 1.50 to 3 and 7 to 8 p.m. Residence 309 Madison avenue JOHN L. WENTZ, M. D., Offices 52 and 53 Commonwealth building: residence 711 Madison ave; office hours, 10 to 12, 2 to 4, 7 to 8; Sundays 2.30 to 4, evenings at residence. A specialty made of diseases of the eye, ear, nose and throat and gynecology.

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Anthracite coal used exclusively, insuring
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Time Table in Effect May 20, 1894.

Trains leave Scranton for Pittaton, Wilkes-Barre, etc., at 8.30, 9.15, 11.30 a. m., 12.50, 200, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 100, 2.15, 7.10 p. m.

For Atlantic City, 8.20 a. m.
For New York, Newark and Elizabeth, 8.29 (express) a. m., 12.50 (express with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 p. m. parlor car), 3.30 (express) p. m.

FOR MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTOR and PHILADELPHIA, 3.20 a. m.,
12.50, 13.0, 5.00 (except Philadelphia) p. m.
Sunday, 2.15 p. m.

For LONG BRANCH, OCEAN GROVE, etc., at
8.20 (with through car) a. m., 12.50 p. m.

For Reading, Lebanon and Harrisburg, via
Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,
2.15 p. m.

Allentown, 820 a. m., 12.50, 5.00, p.m.

215 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at \$10 (express) a. m., 1.10, 1.30, 4.30 (express with Buffer parlor car) p. m. Sunday, 4.30 a. m. Leave Philadelphia, Reading Terminal, 2.01 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,

Gen. Pass. Agent.

J. H. OLHAUSEN, Gen. Supt.

DELAWARE AND HUD-SON RAILROAD.

DELAWARE AND HUD-SON RAILROAD.

Commencing Monday, July 30, all trains will arrive and depart from the new Lack awanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Moutreal at 3.45 a.m., and 2.29 p.m.

For Wilkes Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.05, 1.20, 2.38, 4.00, 5.10, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.49, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

From Monesdale, Waymart and Farview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Monesdale, Waymart and Farview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Vilkes Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 116, 2.14, 3.39, 5.10, 6.08, 7.29, 9.03 and 11.16 p.m.

MAY 13, 1894

Train leaves Scranton for Philadelphia and New York via D. & H. R. at 7, 45 a.m., 12.03, 238 and 11.38 p. m. via D. L. & W. R. R., 6.09, 8.08, 11.29 a. m., and 1.39 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D. L. & W. R. R., 6.00, a 03, 11.21 a. m., 1.39, 3.60, 6.07 8.50 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 a.m., via D. & H. R. R. at 7.45 a.m., 12.05, 2.38, 4.00 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.39, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7.45 a.m., 12.05, 2.38, 11.39 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 130 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8.45 a.m., 12.05 and 11.39 p. m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8.55 a.m., 12.05, 11.51 p. m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all boints west via D. & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 8.50 p. m., via D. L. & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 8.50 p. m., via E. & W. R., 3.41 p. m.

For Elmira and the west via Salamanoa, via D. & H. R. R., 8.05 a.m., 1.20 and 6.07 p. m.

Fullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction of Wilkee-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

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ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Ag't, Philadelphia, Buffalo and Suspension Bridge.

South Bethlehem. Pa.

DELAWARE, LACKAWANNA AND Trains leave Scranton as follows: Express for New York and al. points East. 1.40, 2.50, 6.16, 8.00 and 9.50 a. m.; 12.50 and 3.50 p. m. Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

Express for Binghamton, Oswego, Elmira, Corning, Bath. Dansville, Mount Morris and Buffalo, 12.10, 2.15 a. m. and 1.24 p. m. making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 3 a. m.

Binghamton and way stations, 12.37 p. m.

Nicnolson accommodation, at 4 p. m. and

nolson accommodation, at 4 p. m. and 6.10 p. m. Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswers Utica and Richfield Springs, 2.15 a. m. and 1.38 Utica and Richfield Springs, 2.15 a. m. and 1.35 p. m.
ithaca, 2.15 and Bath 9 a. m. and 1.24 p. m.
For Northumberland, Pittaton, Wilses-Barra,
Plymouth, Bloomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations,
6.00, 9.55 a. m. and 1.30 and 9.07 p. m.
Nanticoke and intermediate stations,
8.08 and 11.30 a. m. Plymouth and intermediate
stations, 3.50 and 8.55 p. m.
Pullman parlor and sleeping coaches on all
express trains.

express trains.
For detailed information, pocket time tables,
etc., apply to M. L. Smith, city ticket office,
223 Lackswanna avenue, or depot ticket office. ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35
a. m. and 8.34 p. m. Also for Honesdale,
Hawley and local points at 6.35, 9.45 a.m., and

Hawley and local points at 6.35, 9.45 a.m., and 3.24 p.m.

All this above are through trains to and from Honesdale.

An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 8.26 a.m. and 7.63 p.m.

Trains leave for Wilkes-Barre at 6.40 a.m. and 3.41 p. m.

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